

Project Advisory Committee

Meeting #2

December 2, 2010 4:00 to 6:00 pm

City Hall – 104 SE Kibling, Troutdale

Meeting Goals:

- Review previous ideas for South Frontage Road
- Brainstorm new ideas

4:00 p.m. Welcome & Introductions

- Introductions
- Review desired outcomes
- Review agenda

Andrew Johnson, ODOT
Brandy Steffen, CH2M HILL

4:05 p.m. Previous ideas for South Frontage Road

Andrew Johnson

5:00 p.m. Map Exercise and Brainstorm

Brandy Steffen

5:55 p.m. Next steps

- Actions
- Next Meeting

Brandy Steffen

6:00 p.m. Close

Andrew Johnson

Project Advisory Committee

Meeting #2 - Summary

December 2, 2010 4:00 to 6:00 pm

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Attendees:

- Andrew Johnson /ODOT
- John Wolf/ODOT
- Todd Juhasz /ODOT
- Carl Springer/DKS
- Rich Faith/ City of Troutdale
- Malcolm McCann/ Comfort Suites Inn
- Les Perry/ General Citizen
- William Roper /Chevron
- Brandy Steffen/CH2M HILL
- Dawn Parker/CH2M HILL

Not in attendance:

- Dan Walsh/ Walsh Trucking Company
- Kathryn Kelly/City of Gresham
- Steve Nagy/Port of Portland
- Erna Harvey/Factory Outlet Mall

Welcome & Introductions

- Introductions
 - John Wolf/ODOT is a new attendee and one of the primary designers currently working on this intersection.
 - Andy welcomed the team and mentioned the open house for Troutdale's current construction process happening the same night at 6:30pm at the Comfort Suites Inn.
- Review agenda
 - Brandy asked for any revisions needed to the summary from the last meeting.
 - None were requested
 - Notes will be posted to the JTA website.
 - Review alternatives considered in the past and their feasibility
 - Map Exercise and Brainstorming ideas
 - Andy reminded the team there will be an opportunity to submit ideas throughout the process, not just this evening.
 - We will look at the maps to layout ideas and draw ideas on the maps.
 - Review current design plans and look at proposed past, short-term and long-term improvements. We have drawings from 5 yrs ago with Carl, last 2 years with John & Traffic and all drawings from the past 10 years.
 - Review crash data report

Alternatives Considered

- Alternative 1 – Marine Drive extension to 257th Way.
 - This was the initial list calling for changes at 257th & Graham. This has changed since then to take traffic off Frontage Rd. Modeling showed improvements well up to 20-30 years out and cost was estimated at \$14M. Impact includes reducing the Flying J/Love's Truck stop parking lot. Changes at the Outlet Mall were estimated to have a high cost (\$20M).

- This is currently included in the Troutdale TSP. We should consider if this is still a good project?
- Alternative 2 – Backage Road for Truck Stops.
 - There is a lack of connectivity between sites. This option would redirect and connect only the trucking companies on the south side of Frontage Road. It did not have much impact on the commuter/visitor traffic. Modeling showed that this will cause truck to enter Frontage Road all at once.
 - There would have to be a change of fueling sites for this alternative to function.
 - This alternative was dismissed as it was too costly and not enough impact.
- Alternative 3 – Graham Road Fly-over.
 - The exit off the freeway, the road splits to by-pass Frontage Road, cross over it then touch down on Graham Road. There were issues at the touch down. The traffic model looked good, but it was potentially dangerous because the changes happen too quickly for drivers exiting freeway.
 - Cost was very high. A retaining wall would also cause a problem for businesses.
 - There are similar traffic results to Alternative 1 but this would be more expensive. A full analysis was done for this alternative.
- Alternative 4 – Marine Drive Extension to Halsey Street.
 - Drivers exit to Halsey. They would, punch Marine Drive up to Halsey, connect to the Historic Highway.
 - The cost was high. This was not analyzed due to the cost.
 - Traffic impact to Halsey would need to be looked at as well. All intersections had issues handling the amount of traffic expected. This alternative was dismissed.
- Alternative 5 – Relocate Truck Stops to North Side of I-84.
 - Move trucks to other side of the highway.
 - This was not looked at because of the potential legal issues. This was expected to cause the same traffic problems currently experienced on South Frontage Road, so it was dismissed.
- Alternative 6 – Historic Columbia River Highway Exit from I-84 Eastbound, West of Marine Drive.
 - This alternative would add a 16B exit. Past projects between ODOT and FHWA agreed to close this exit.
 - It caused drivers to drive the wrong direction on Columbia River Highway. This alternative would also cause some weaving on the Freeway similar to Frontage Road. ODOT also avoids any interchanges with less than 4 exits/partial ramps.
 - In addition, this caused high traffic volumes exiting Halsey, Columbia River Highway, and Marine Drive.
 - This was looked at, but approval would not be granted so it was dismissed.
- Alternative 8 – Two-Way Marine Drive under I-84.
 - This alternative is in the current TSP and JTA funding but it did not do much for traffic. There will be some intersection improvements with JTA.
 - This avoids loop driving and could be done in 5-8 years. With minor improvements at the intersections. It might help traffic.
 - Currently, two trucks single trailer side-by-side interior left turn (inside) hits curb most of the time. Private vehicles not a problem.
- Alternative 9 – Two Exclusive Eastbound Right Turn Lanes from South Frontage Road.

- Already constructed. ODOT/Port/City funded in combination. Was cost effective over \$1M. Has helped and was an immediate improvement.
- Alternative 10 – Not shown/discussed.
- Alternative 11 – Dual Westbound Left Turn Lanes from North Frontage Road.
 - Doesn't address access improvements to Frontage Road. Purchasing Right-Of-Way would be difficult, so this was dismissed.

Map Exercise and Brainstorm New Ideas

- Review Current Design Plans and layout ideas with City/Port/ODOT map.
 - Route traffic out of Love's or a signal at this location didn't work well. This stopped all traffic with light and backed up sometimes back to the freeway. The high volume of trucks would be slow. Trucks would back up more than the queue has room for. If routed to Backage Road this would help but was too costly. This will lead to some good design ideas and to the truck lot design.
 - How many trucks will be heading East vs. West? Data shows 90% or more of commuter traffic is going east in the morning and west in the afternoon & evening.
 - Will Fed-Ex have their own fueling station? Yes.
 - John reviewed the current plan with the team
 - The current plan will tie into the current route with intersection improvements. Going into construction next year, 4.5 or 5 lanes are going under the freeway. The signal timing will be improved to handle under the ramp. Signing will direct traffic to the left lane for Marine Drive. Some details are still to be determined.
- Mapping Mark ups
 - On the corner of Love's, Backage Road could be extended to Graham Road, entering Graham south of the Comfort Inn lot.
 - The railroad on Backage Road would be difficult to change. The railroad would need easement access.
 - Frontage and Graham corner could be modified to give the trucks an interior route South on Graham to the signal at 257th. This would eliminate the weaving on Frontage Road.
 - Adding signage at the freeway exit, directing through traffic to the left lane, visitors to Troutdale to middle lane, and entrance to food/hotels in right lane. This would avoid short merging lanes at Graham.
 - Is there more benefit from reducing truck traffic on Frontage Road or commuter traffic? There may be some effect either way. Using signage would be a good option to direct traffic to the correct lanes instead. This would separate the traffic early and be very cost effective. Also a good short-term goal.
 - Opening the turn lanes at Marine Drive to widen the lanes will ease traffic, especially for wide truck turns.
 - As a long-term solution, a two-way Backage Road extending to Marine Drive would create a loop. Signs to Troutdale via Backage Road would help ease traffic too.
 - Ideally extending Backage Road to an existing intersection is the easiest option.
 - An intersection closer to the railroad would mean there is no need for dual right lanes off of Frontage Road onto Graham Road allowing for less traffic demand on Frontage Road.
 - The greatest conflicts on Frontage Road are at TA and beyond. Coming out of Love's near the corner of Graham backs up.

- Add a divider on the SW Frontage Road to separate through traffic from the business access traffic. The divider would extend on the east past the Travel America exit driveway, allowing trucks to turn out without battling 'through' traffic. An internal connection would be made so Love's trucks could also use the TA exit. The end of the divided frontage road section would be controlled with dual traffic signals, like on Macadam Avenue at SW Curry Street.
- A barrier option creates a “Frontage-Frontage Road” for a lane only for the hotels and trucks. This seems too complicated without a lot of benefit.
- There could be a signalized entrance/exit for trucks on Frontage with dual signaling for commuters in the left lane and trucks in the right lane.
- The old underpass on South Frontage Road was filled in. Could be a possible Pedestrian access.
- An overpass on South Frontage over to Graham intersection would be too expensive and there is not enough space.
- Ped/Bike improvements are under way with the Sandy Bridge but are far away. A 5th lane on Marine Drive might allow a bike/ped and sidewalk on one side.
 - Ideas that have been looked at for bike/ped have been very expensive (\$5M) because they would require a retaining wall and cut back. We would be better to improve bike/ped with another project.
 - JTA is not including bike/ped now because of the structure changes needed.

Review Crash Data.

- Andy presented the crash data.
 - Most accidents were people driving off of the road.
 - There were also a high number of rear-end crashes.
 - Unexpected congestion caused drivers stop when exiting the freeway.
 - Almost all accidents were on South Frontage Road even though both South and North have the same traffic counts during peak traffic hours.
 - North Frontage Road had some rear-end and some swipes crashes.
 - 18 accidents at North Frontage and Graham North of the freeway and turning left from Graham to North Frontage. Appears to be a free left turn, may be a signage issue.

Next steps

- Actions
 - We will take drawing ideas to the project team.
 - Andy will find the article on free left turns on a one way street
 - John will bring a rough draft of these new ideas to the next meeting.
- Actions for Next Meeting
 - Review drawing ideas added to the maps.
 - Next meeting will likely be in January.
 - Bring Bike/Ped Issues to the next meeting.
 - Information on what the costs of the southern bypass (that was looked at 1 ½ years ago) and what it would do. What were the property impacts?

Close

- Brandy thanked the group for attending, and asked them to call her or email with any questions or comments.
- Meeting adjourned at 6:00 pm.